

The Hongkong Telegraph.

No. 102.

TUESDAY, MAY 23, 1882.

FIVE DOLLARS
PER QUARTER.

Intimations.

LANE, CRAWFORD & CO.

FOR THE WET SEASON.

LOCK-RIB UMBRELLAS.

AUTOMATON UMBRELLAS.

TWEED RAIN COATS.

INDIA RUBBER RAIN COATS.

ANTIPLUVIAN SUITS.

SOU. WESTERS.

INDIA RUBBER BOOTS.

INDIA RUBBER SHEETING.

Hongkong, 16th May, 1882. [296]

Insurances.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) Tls. 420,000.00
PERMANENT RESERVE Tls. 250,000.00
SPECIAL RESERVE FUND Tls. 290,553.95

TOTAL CAPITAL AND ACCUMULATIONS, 8th May, 1882, Tls. 940,553.95

DIRECTORS.
H. DE C. FORBES, Esq., Chairman.
J. H. PINKVOS, Esq. WM. MEYERIN, Esq.
A. J. M. INVERARITY, Esq. G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARRING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all parts of the World.
Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premia paid by them.

RUSSELL & Co., Agents.
Hongkong, 13th May, 1882. [53]

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED, 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue POLICIES of INSURANCE against FIRE on the usual terms.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1882. [337]

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).
UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT FIRE and MARINE RISKS at Current Rates, allowing usual discounts.

GEO. R. STEVENS & Co.
Hongkong, 14th March, 1882. [164]

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL £2,000,000; PAID-UP £200,000
PAID UP RESERVE FUND £50,000.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.
Hongkong, 14th March, 1882. [165]

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [6]

RECORD OF AMERICAN AND FOREIGN SHIPPING.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [3]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED).....\$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [81]

LE CERCLE TRANSPORTS.

SOCIETE ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [4]

Notices of Firms.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. FRANCIS BLACKWELL FORBES in Our Firm, Ceased on the 31st December, 1881.

RUSSELL & Co.
Hongkong and China,
20th April, 1882. [283]

NOTICE.

THE INTEREST and RESPONSIBILITY of the Undersigned in the Firm of Messrs. D. D. OLLIA & Co., of Amoy, Foochow, Takao, and Taiwanfoo has Ceased from the 30th of April, 1882.

E. N. MEHTA.
B. S. MEHTA.

We have This Day commenced BUSINESS as MERCHANTS and COMMISSION AGENTS at Amoy, Foochow, and Taiwanfoo, under the Style and Firm of MEHTA & Co.

E. N. MEHTA.
B. S. MEHTA.
Hongkong, 1st May, 1882. [393]

Auctions.

PUBLIC AUCTION

OF
HOUSES IN JERVOIS STREET, QUEEN'S ROAD CENTRAL, AND TAIWINGSHAN STREET.

THE Undersigned Auctioneer has received instructions from the MORTGAGEE to Sell by Public Auction,

TO-MORROW,
the 24th day of May 1882, at THREE P.M., on the Premises the following Lots,—

1ST LOT.
ALL that PIECE or PARCEL of GROUND Registered in the LAND OFFICE as Sub-section No. 1 of Section A of INLAND LOT No. 202, together with the MESSUAGES or HOUSES erected thereon known as Nos. 32 and 34, Jervois Street and No. 171 Queen's Road Central.

2ND LOT.
ALL that PIECE or PARCEL of GROUND Registered in the LAND OFFICE as Section A of INLAND LOT No. 25, and also the Ground Registered as Section B of INLAND LOT No. 70, together with the MESSUAGES or HOUSES erected thereon known as Nos. 1, 3, 5, 7, 9, 11, and 13, Lower Lascar Row and No. 1, Ladder Street.

For Further Particulars and Conditions of Sale Apply to
SHARP, TOLLER, & JOHNSON,
Solicitors for the Mortgagee,
or to
J. M. GUEDES,
Auctioneer.

Hongkong, 18th May, 1882. [332]

PUBLIC AUCTION

OF
VALUABLE PROPERTY
IN QUEEN'S ROAD AND BONHAM STRAND.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY,
the 25th day of May, 1882, at THREE P.M., on the Premises, by Order of the MORTGAGEE.

1ST LOT.
ALL that PIECE or PARCEL of GROUND Registered in the LAND OFFICE as Sub-section No. One of Section B of MARINE LOT No. 4, together with the HOUSE No. 27, Bonham Strand.

2ND LOT.
ALL that PIECE or PARCEL of GROUND Registered in the LAND OFFICE as Section A of Section C of INLAND LOT No. 103, together with the 2 HOUSES Nos. 243 and 245, Queen's Road Central.

For Further Particulars and Conditions of Sale, apply to
J. M. GUEDES,
Auctioneer.

Hongkong, 19th May, 1882. [318]

VALUABLE LEASEHOLD PROPERTY.

FOR SALE BY PUBLIC AUCTION.

ON
FRIDAY,
the 26th day of May, 1882, at THREE P.M., on the Premises, by Mr. J. M. GUEDES, Auctioneer, By the Orders of a MORTGAGEE, the following Property in the following Lots—

1ST LOT.—REMAINING PORTION of MARINE LOT No. 6, containing 1,007 feet and having erected thereon the HOUSES known as Nos. 1 and 3, Jervois Street, held for 982 years. Apportioned Crown Rent \$15.10.

2ND LOT.—INLAND LOT No. 437, containing 2,500 square feet, and having erected thereon the HOUSES known as Nos. 103, 105, 107, and 109, Wanchai Road, held for 999 years. Crown Rent \$9.15.

3RD LOT.—INLAND LOT No. 661, containing 1,450 square feet, and having erected thereon the HOUSE known as No. 109A, Wanchai Road—with spare Ground, held for 999 years. Crown Rent \$5.48.

For Further Particulars and Conditions of Sale, apply to
SHARP, TOLLER, & JOHNSON,
Supreme Court House,
Solicitors for Mortgagee,
or to
J. M. GUEDES,
Auctioneer,
33, Wellington Street.

Hongkong, 18th May, 1882. [350]

FOR SALE.

"EX" STEAMSHIP "MINARD CASTLE," SHORTLY EXPECTED.

A CONSIGNMENT OF HOCKING'S PATENT FRESH WATER CONDENSERS, The Best and Cheapest ever made. Capable of Condensing from one to two thousand Gallons per day.

PATENT TUBE BEADERS.

PATENT LUBRICATORS.

BEIDAN'S CELEBRATED PATENT METAL PACKING. The most economical Patent Packing known. For full Particulars, apply to
R. FRASER SMITH,
Commission Merchant,
6, Peddar's Hill.

Hongkong, 28th April, 1882.

Intimations.

SALE & CO.'S SHOWROOMS.

SAYLE & CO.

ARE SHOWING
EX "GLENFINLAS."

FOR SUMMER DRESSES.
NUNS VEILINGS AND BEIGES.
COLORED AND BLACK FRENCH DAMASES.
PLAIN AND FANCY GRENADINES.
BLACK AND COLORED SPANISH NETS.
WHITE LLAMAS AND ALPACCAS.
FOR WASHING DRESSES.
POMPADOURS IN GREAT VARIETY.
CHECKED AND STRIPED ZEPHYR MATERIALS.
NEW DESIGNS IN FRENCH PERCALES.
PLAIN COLORED SATTEENS FOR TRIMMING, &c.
WHITE AND BROWN DRESS LAWNS.
TENNIS BALLS, &c., &c.

A LARGE VARIETY OF SILVER AND ABYSSINIAN GOLD JEWELRY.
We have also received from Swatow a consignment of White and Brown Grass Cloths, for Ladies Dresses. A Liberal Discount for Cash.
VICTORIA EXCHANGE, HONGKONG.

KELLY & WALSH

HAVE ON HAND THE FOLLOWING STANDARD NOVELS, &c., AT TWENTY FIVE CENTS EACH.

BULWER LYTTON.
Ernest Maltravers.
Alice.
Last Days of Pompeii.
Goldolph.
Peham.
Devercux.
Zanoni.
The Disowned.
Eugene Aram.
Night and Morning.
Falkland.
Lella.
Rienzi.
EUGENE SUE.
Mysteries of Paris, 3 vols. 75c.
The Wandering Jew, 3 vols.
SIR WALTER SCOTT.
All his Novels clearly printed and in a handy form each 25 cents.
CHAS. DICKENS.
Pickwick Papers.
Sketches by Boz.
Oliver Twist.
Nicholas Nickleby.
CAPT. MARKYATT.
Jacob Faithful.
Frank Mildmay.
Perivale Keene.
Rattlin the Reef.
Newton Forrester.
Peter Simple.
The Peacher.
Olla Podrida.
Valerie.
The Dog Fiend.
The King's Own.
The Phantom Ship.
The Pirate.
Monsieur Violet.
Midshipman Easy.
MISCELLANEOUS.
Smollett's Roderick Random.
Goldsmith's Vicar of Wakefield.
Fielding's Tom Jones, 2 vols. 50c.
The Lamplighter.
Swift's Gulliver's Travels.
Hans Breitmann's Ballads.
Racine's Mysteries of Udolpho.
Maxwell's Captain Blake.
Hugo's Notre Dame.
De Quincey's Confessions of an Opium Eater.
Lowell's Biglow Papers.
Halliburton's Sam Slick.
Lamb's Essays of Elia.
The Shadowless Man.
Lover's Romy O'More.
Uncle Tom's Cabin.
Washington Irving's Sketch Book.
Sterne's Sentimental Journey.
Sterne's Tristram Shandy.

ECA DA SILVA & CO.

HAVE JUST LANDED.

Ex FRENCH MAIL STEAMER "SAGHALIEN."

A GREAT VARIETY AND FINE ASSORTMENT OF SUMMER GOODS, COMPRISING—
Ladies Richly Trimmed Pongee Silk Costumes, Satin, Linen, and Cambric Costumes, Ready-made Dresses, Lace and Silk Fichus, Cravats, Dressing Gowns, Fine Silk Hose, &c., &c., &c.
Ladies Elegantly Trimmed Parisian Straw Hats and Bonnets, Children's and Babies' Hats and Caps, in Great Variety.
Gentlemen's Parisian Straw and Panama Hats, French Felt Hats, Light Summer Tweed in Pieces for Pants, White and Coloured Linen Drill, Pieces of Touch Cord for Vests, Canvas Shoes, Silk Umbrellas, &c., &c.
Oriza's and Penaud's Perfumery in Great Variety, Elegant 3 Sides French Mirrors, Vienna Cigar and Cigarette Cases, Visiting Card Cases, Portmonnaies, Albums, Needle Cases, Needles, Ladies Work Boxes, &c., &c., &c.

ECA DA SILVA & CO.,
48, QUEEN'S ROAD CENTRAL.
Hongkong, April 3rd, 1882. [9]

Intimations.

NOTICE.

COLONEL IRE AUSTIN'S NEW AMERICAN RIFLE RANG.

NOW OPEN
AT THE HONGKONG HOTEL
WHERE INSTRUCTIONS ARE GIVEN FREE OF CHARGE.

BELL TARGETS!!! FLYING AND STATIONARY BIRDS THAT DISAPPEAR WHEN HIT!!!

ENGLISH AND AMERICAN SPORTING RIFLES!!!

POPULAR PRICES.
FOUR SHOTS FOR 15 CENTS.

Gallery open daily from 4 to 12 P.M., to all respectable members of the community.
Hongkong, 29th April, 1882. [145]

NORTH CHINA INSURANCE COMPANY.

NOTICE TO SHAREHOLDERS.

The SECOND DIVIDEND for the year 1881, being an Interim Return to Contributing SHAREHOLDERS of TWENTY FIVE per cent. (25 per cent.) on net profits for that year, is now declared in accordance with the resolution passed at the ORDINARY GENERAL MEETING of the Company held on the 14th ult.

WARRANTS will be issued in due course, payable at the HONGKONG and SHANGHAI BANK on and after MONDAY, the 8th inst.

By Order of the Court of Directors,
HERBERT S. MORRIS,
Secretary.

Shanghai, 2nd May, 1882. [349]

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSEAR & SONS' MERCHANT NAVY NAVY BOILED LONG FLAX CROWN

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [5]

J. M. GUEDES, AUCTIONEER AND COMMISSION AGENT.

No. 33, WELLINGTON STREET, HONGKONG.

Hongkong, 23rd January, 1882. [62]

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.

L. MALLORY, Proprietor.
Hongkong, 24th June, 1881. [11]

Intimations.

HEUERMAN N. HERBST & CO.

SOLE Agents of J. M. NAUTA'S CIGAR AND CIGARETTE MANUFACTORY.

"PENANG."

OFFER NOW FOR SALE:
LITTLE ANGELS.....In Boxes Each 100.
MALATTE....." do. " 100.
MOOTOO MAH....." do. " 100.
DAYAKS TRABUCOS....." do. " 100.
BATAK TRABUCOS....." do. " 250.

Hongkong, 26th April, 1882. [282]

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER,

22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, CORK JACKETS, &c., &c., &c.

Hongkong, 1st May, 1882. [294]

G. FALCONER & CO. WATCH AND CHRONOMETER MANUFACTURERS.

JEWELLERS, NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

No. 46, QUEEN'S ROAD CENTRAL. [2]

WILLIAM SCHMIDT & CO. GUNMAKERS AND AMUNITION DEALERS.

BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand. [28]

THE "HONGKONG TELEGRAPH."

AN INDEPENDENT DAILY PAPER.

PUBLISHED EVERY AFTERNOON AT FOUR O'CLOCK, AT THE OFFICES NO. 6, PEDDAR'S HILL.

Terms of Subscription.—Yearly \$20; Half-yearly \$10; Monthly \$2; Single Copies 20 Cents each.

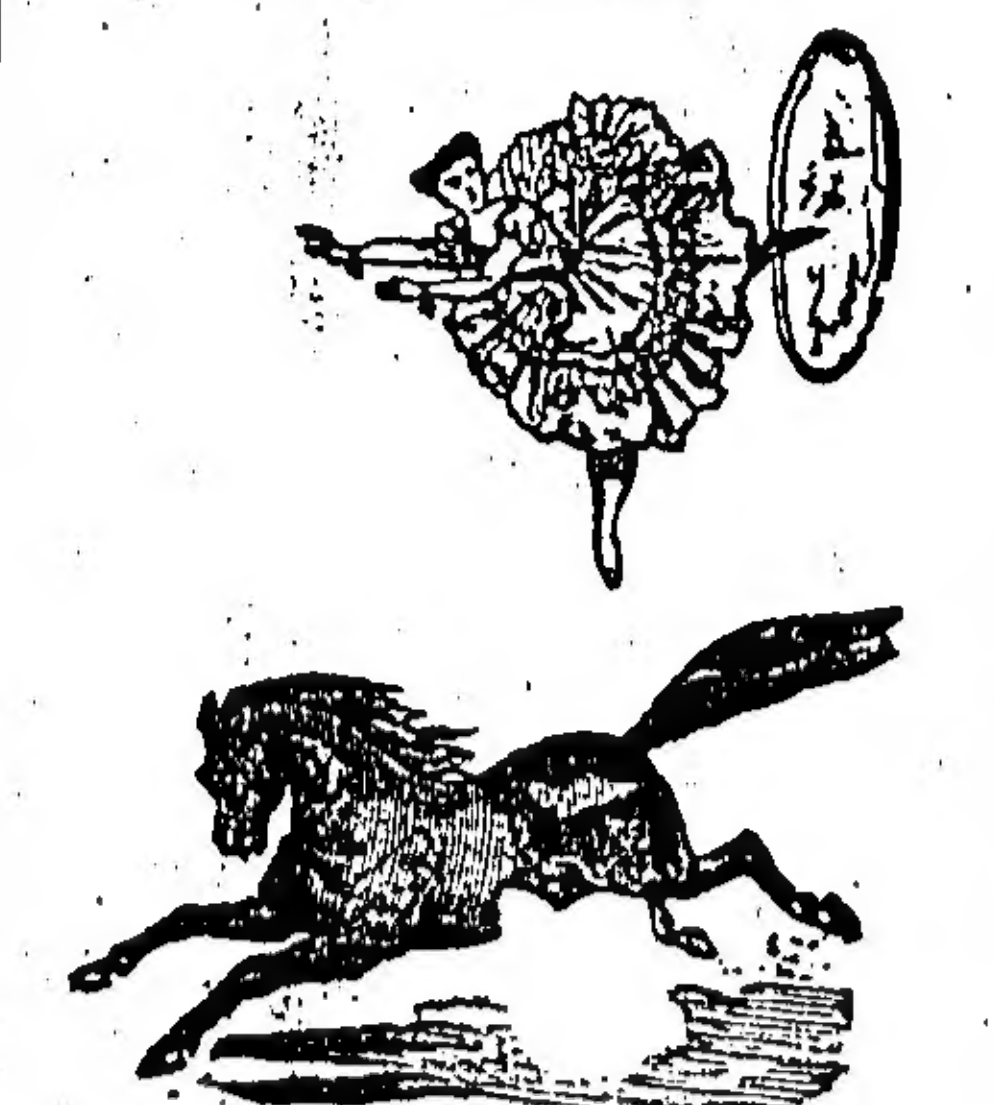
The Cheapest and best advertising medium in Hongkong. Terms can be learnt on application.

A SPECIAL ADVERTISEMENT SHEET Published Daily at 10.30 a.m., and circulated free of charge throughout the Colony.
Hongkong, 1st April 1882. [262]

Amusements.

CHIARINI'S ROYAL ITALIAN CIRCUS

AND PERFORMING ANIMALS!



WILL GIVE THE SECOND GRAND PERFORMANCE THIS (TUESDAY) EVENING, THE 23RD INST.

AT BOWRINGTON EAST POINT.

(NEAR THE CANAL). The Largest Spread of Canvas ever seen on this Hemisphere Seating Accommodation for 5,000 People.

THE GRANDEST KING PAGEANT ON EARTH! THE BIGGEST AND BEST SHOW EVER IN THIS COUNTRY!

The Circus and Menagerie Enlarged. Improved and Embellished to such a degree as to be almost beyond recognition.

Signor Chiarini will have the honour, on this occasion, of introducing for the first time to the public of this City.

MANY NEW AND FAMOUS ARTISTS, Fresh from the leading Circuses and Hippodromes of Europe, and America, in conjunction with the old favourites.

WHO WILL INTRODUCE ALL THE Latest and Most Striking Marvels of the Circus, Acrobatic and Gymnastic Arts.

MISS NELLIE REID, England's Side-Saddle Queen, from Hengler's Grand Circus, London, England.

MISS EMILY ROLANDE, The Fearless Rider and Graceful Pantomimist in her Charming Principal Acts and Specialties.

MISS ADA STOODLY, The Charming Little Fairy Equestrienne, in her Specialties and Amazing Feats.

MILIE LOTTA, MILIE ZAZO, The Beautiful and Superb Young Lady Gymnast and Acrobat.

LAVATER LEE, FROM FOREPAUGH'S MENAGERIE MUSEUM AND CIRCUS.

MR. FRED WATSON, PRINCIPAL RIDER AND COMIC CHANCE ARTIST.

MASTER CHARLIE WATSON, In his Champion Hurdle Act, also Tumbling and Contortion Acts.

MR. CHAS. STOODLY, THE FAMED DAREBACK RIDER AND VOLTIGEUR.

THE FAUST FAMILY (5 in number).

Also Musical Clowns in Fantastic Vagaries introducing the smallest Violinist in the World Master Eugene.

FRENCH AND ANGELO, Leading Horizontal Bar and Trapeze Performers, Hat Throwers and Knock-about Clowns from the Folies Bergeres, Paris.

M. L. E. JEANNE (only 5 years of age.) In a Surprising Act on the Flying Rings.

ROSA THU-ZET AND PROFESSOR THU-ZET.

THE MOTLEY MERRY-MAKER, HERR AUGUST LEHMAN, Recently of Van-Amburgh's American Show in his Comic and Extravagant Vagaries.

SIGNOR GIUSEPPE CHIARINI, The King of Horse-Trainers, will introduce his Fearless Stud of Trained Horses, whose Unvalued Performances have been the Wonder and Admiration of the Whole World.

MR. LORENZ JOHNSON, THE FEARLESS TIGER-TAMER, WILL ENTER THE DEN OF PERFORMING ROYAL BENGAL TIGERS!

And exhibit them in a Thrilling and Exciting Performance, showing the Amazing Mastery he has obtained over these savage beasts. An astounding display of courage and daring, this sensational feature of Chiarini's Great Show cannot be seen in any other travelling Menagerie on the Globe.

In the Menagerie Department will be found an extensive collection of Living Wild Beasts, including the Den of Ferocious.

PERFORMING ROYAL BENGAL TIGERS!!!

An Educated Zebra from Africa. A South American Gabelle. A Black Bear from the Himalaya Mountains. A Black Tiger from the Jungles of Central India. Two Elephants from Ceylon. Royal Baby Tigers only a few weeks old. A Kangaroo, the Wonderful Animal of Australia. Various species of Monkeys, Apes and Baboons, that are Educated to Ride the Beautiful Lilliputian Shetland Ponies in a Steeple Chase.

N.B.—All the Animals may be seen in the Menagerie Tent, before entering the Mammoth Circus which seats 5,000 people.

THIS COMPANY WILL PERFORM EVERY NIGHT.

Doors open at 8 O'CLOCK.—Performance to commence at 9 punctually.

PRICES OF ADMISSION.

Boxes (6 Chairs).....\$12.00.
Dress Circle (Chairs).....2.00.
Stalls (Carpeted Seats).....1.00.
Pit.....50.

Children under nine years of age and Soldiers under the Rank of Officers half price except to Boxes.

A reserved division of Seats for Native Ladies, to which they alone will be admitted has been arranged to the Stalls and Pit Seats.

A plan of the Seats can be seen and Tickets Secured in advance at the HONGKONG HOTEL from 9.00 A.M. till 4.00 P.M. daily.

Hongkong, 12th May, 1882. [262]

Shipping.

FOR HOIHOW AND PAKHOI. THE Steamship

"PING-ON," Captain McCaslin, will be despatched for the above Ports, TO-MORROW, the 24th inst., at DAYLIGHT, instead of as previously advertised. For Freight or Passage, apply to

RUSSELL & Co.
Hongkong, 20th May, 1882. [360]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS).

Intimations.

A. S. WATSON & CO.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

AND
Manufacturers of the following
AERATED WATERS,
viz:
SODA, TONIC, SASSAPARILLA, AND
POTASH, LEMONADE,
GINGERALE, RASPBERRYADE, AND
PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIP'S MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast Orders.

HONGKONG DISPENSARY,
HONGKONG.
SHANGHAI PHARMACY,
SHANGHAI.
CANTON DISPENSARY,
CANTON.
THE DISPENSARY,
FOOCHOW.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 23, 1882.

If we are not mistaken it was Pliny who made use of the famous expression *nemo mortuum omnibus horis sapit*. Truly enough no one is wise at all hours, and even Solomon himself, the ultra-wise, the incarnation of wisdom, was occasionally caught tripping. From a worldly standpoint therefore, it can hardly be regarded as uncommon or marvellous that the local "Three Tailors of Tooley Street," whose matchless impudence in constituting themselves the dictators of the representatives of the Scottish nation in Hongkong has, within the past few days, so effectually roused the "ruddy lion rampant" from his summer slumber, should have sacrificed reason and common sense at the shrine of inordinate vanity. These few wise men of the East, to whom we heartily give the credit of meaning well, would appear, in their extraordinary course of action, to have forgotten national interests and national traditions, the clanish, shoulder to shoulder principles which invariably, and very properly, characterise the Scot abroad, in all undertakings of a national character, for reasons which we are quite unable to fathom, and which moreover we do not care to know. It is our duty however, as a Scot, and as a representative of Scottish interests, to repudiate as a national institution, any society organised and established in hole-and-corner fashion by a few private individuals, whose presumption and bad taste have apparently far exceeded their common sense. This is no personal matter, but a thoroughly national grievance, affecting all classes of Scotsmen alike.

On the 19th inst. a correspondent directed our attention to an advertisement in the local papers, headed, Hongkong St. Andrew's Society, and intimating that "In compliance with provisions of Rule 2, a special meeting of the members is hereby convened to be held in the City Hall, on Friday evening, the 26th instant, at six o'clock," and inquired if we were in a position to give him any reliable information about this society, which appeared to have sprung up mushroom-like, and of the existence of which the majority of Scotsmen in the Colony knew nothing. We were quite as much in the dark as our correspondent; and but for the notice being signed by Mr. A. MacClymont, a gentleman who has for several years acted as Secretary at the annual balls given by the Scottish community on St. Andrew's Day, we should have looked upon the affair as a hoax. However, we promised our correspondent that we would investigate the

matter, for his information and our own satisfaction, and we have done so. It has been customary for the gentlemen who officiate as Stewards at the annual celebrations in honour of St. Andrew, to meet on the evening after the Ball, and have a social dinner together. At the last Stewards' dinner, held on December 1st, 1881, the subject of establishing a St. Andrew's or Caledonian Society in Hongkong—a project which we had on more occasions than one personally advocated at the public meetings of Scotsmen held in connection with St. Andrew's Day celebrations at the City Hall—was informally brought up by Mr. James Boyd and the Hon. P. Ryrie, and met with general approval. On December 7th, at another meeting of the Stewards, Mr. Ryrie again brought up the matter, and we learn that 28 gentlemen who were present acquiesced in the proposal to establish a St. Andrew's Society, and Mr. A. MacClymont kindly consented to act as Honorary Secretary *pro tem*, in order to further preliminary arrangements. It was then understood that a public meeting of Scotsmen would be convened in order to establish the proposed national society on a proper basis. However, no such meeting was ever held, and the first intimation the public receives is Mr. MacClymont's announcement that a Hongkong St. Andrew's Society has been privately established, and convening a meeting of its members.

It would be difficult to find censorious language strong enough to apply to the gentlemen who, while acting as representatives of the Scotch community in connection with the St. Andrew's Ball, took it upon themselves to establish a national society for the furtherance of national objects, and to represent Scottish ideas, on their own responsibility, without in any way consulting the wishes of the general body of Scotsmen in the Colony. One of the two gentlemen who mooted the idea of starting a society at the Stewards' dinner, informs us that he was in total ignorance that anything definite had been arranged. Although a prime mover in the proposal, he had heard nothing whatever personally of the matter since February, but he was informed that a set of draft rules had been circulated amongst the gentlemen who had expressed their willingness to become members, sometime ago. Still he was under the impression that nothing definite had been settled.

We do not dispute the right of a party of gentlemen to combine in forming any kind of society or institution, so long as such action is not an infringement on national prerogatives. In this case, we do not dislike the principles of the institution, but merely disapprove of the manner in which a number of unauthorised persons have taken upon themselves positions and responsibilities, very materially affecting national interests, without the slightest show of authority from the members of the Scottish community. History repeats itself for this is the story of the "Three Tailors of Tooley Street" over again. With our correspondent, we should really like to know by whose authority Mr. A. MacClymont announces the existence of a Hongkong St. Andrew's Society. In the meantime we must decline to recognise this gentleman as the representative of Scottish feeling on this subject, until the whole question has been publicly discussed at a meeting in which the whole of the Scotsmen in the Colony are invited to take part. We have lately had a good deal too much of this bed-chamber kind of diplomacy in public matters in Hongkong. All public questions are open for public discussion, and as a St. Andrew's Society cannot be anything but a national institution, in which public interests are strongly represented, Scotsmen have a perfect right to protest against the action of any particular clique, and to demand to be heard. We do not wish to be too severe on these self-appointed arbiters of Scottish affairs, as we are ready to admit that the intentions of the promoters of the new national institution are beyond all praise. We have no doubt the worthy gentleman, whose name figures at the bottom of the notice convening the meeting, and who appears on his own responsibility to have taken the most prominent part in the business, wishes himself well out of the affair.

Novel cornicula risum furtivis nudata coloribus.

TELEGRAMS.

A London telegram of the 22nd instant, announces that the United Squadrons of France and Britain have arrived at Alexandria. Admiral Seymour has been placed in supreme command.

LOCAL AND GENERAL.

A MEETING of Lodge Victoria, No. 1026, will be held in Freemason's Hall, Zeland Street, this evening, at 9 o'clock precisely.

TO-MORROW being the anniversary of the Queen's Birthday, and a holiday in the Government offices, the Post Office will be open from 7.30 to 9 a.m. only, when all mails advertised will be closed, should the English mail not arrive.

TELEGRAMS for Bangkok can go forward by mail closing at Singapore at 1 p.m. on Thursday the 25th instant.

The visitors to the City Hall Museum for the week ending May 21st, were—European, 216; Chinese, 2,725; total, 2,941.

POLICE SERGEANT HANSON'S assailant was sentenced to ten years' penal servitude at the Supreme Court this afternoon.—Ting Ahoi, the cook, who decoyed the girl Sala, to Canton, got twelve months' hard labour.

The Gun Lascar murderer was not brought up at the Police Court to-day, Mr. Wodehouse having subsequently remanded the case till Friday. A verdict of wilful murder was returned by the Coroner's jury yesterday.

We are informed by the Superintendent of the Fire Brigade that a Parade and Inspection of the Government and Volunteer Fire Brigades will take place at the Central Fire Brigade Station at 4.30 o'clock p.m. on the 25th instant.

The Shanghai Courier learns from private advice that the work at the Kaiyung coal mines is progressing most satisfactorily. The canal and basin are both completed, and nearly all the bridges are finished. The present out-pool of coal is about 200 tons per diem.

The Band of the Buffs will play in the Botanic Gardens, this afternoon, commencing at 5 p.m. The following is the programme:—

March	"Hail to the Brave"	River
Obertura	"Figaro"	Mozart
Value	"My Queen"	Belmont
Selection	"Belmont"	Belmont
Aras	"Xacantia"	Marlin
Galop	"Valentin"	Relle

We have received, "with Mr. G. Minchin's compliments," from Fochow, a small pamphlet entitled "On the Other Side of the Question," which contains some explanatory remarks concerning the news given by the Hongkong Telegraph's Fochow correspondent. The pamphlet is signed "W. T. Key." As soon as we can spare a few moments to go through this gentleman's explanatory remarks, they will receive our best attention.

OWING to the unpropitious state of the elements the performance announced to take place last night at Chiarini's Royal Italian Circus and Menagerie, was unavoidably postponed. The company will, however, make their second appearance before a Hongkong audience this evening, when an attractive programme will be gone through. Tickets purchased for last night's performance, will be available for this evening's performance. The public are reminded that tickets may be secured daily from 11 till 4 at Mr. Moore's office, Hongkong Hotel, and after 4 at the entrance to the circus.

We are very glad to hear that the Freemasons of Fochow have determined to build a Masonic Hall, and that all preliminaries have already been settled. Our friends in the Fokien province must certainly be congratulated on their enterprise and energy. A new Recreation Ground and Race-course, two race meetings per annum, and the preliminaries of a Freemason's Hall, all arranged within the space of a few months, speak volumes. They have evidently some men in Fochow, a kind of animal we are sadly lacking in this official ridden nest of cant, humbug, and hypocrisy.

FROM Hankow, says the Courier of the 18th instant, we learn that the *Stirling Castle* is full up with tea at £7.70 per ton. She will leave to-night, and may be expected off Woosung on Saturday. Thus, the first tea ship will leave the Whang-poo four days earlier than any steamer of last year. Opinions differ as to the rate at which the *Stirling Castle* will travel home. The average being against 28 days, and in favour of thirty, from Woosung. The possibility of a stoppage in the Suez Canal being taken into consideration, twenty-nine days is perhaps, as hazardous a bet as any plunger would care to lay. The twenty-five day gentleman is, we hear, feeling as though it would have been wiser not to have backed his opinion for anything more valuable than words.

As peace makers we are inexpressibly happy, but as journalists we are, we must confess, somewhat disappointed at the finale of what we thought was going to be a big thing. This morning the intrepid Mrs. Freeman of the Buffs, accompanied by two staunch lady supporters, and her husband, appeared at the Police Court to see the assault case against Color Sergeant Meredith, the latter being "dead on" to Mrs. F., by way of cross summons, for disfiguring the bridge of his rather well shaped proboscis. Color Sergeant Meredith was also accompanied by his friends and supporters, Sergeant Major Gleeson being present to decide any intricate case of appeal. Mrs. Freeman, upon the case being called, promptly entered the witness box, and represented to Captain Thomsen that her legal adviser, to whom she had entrusted her fate, had not as yet shown up, but that she had no doubt he would quickly appear in an appearance. Meredith's lawyer, Mr. Mossop, a Dublin man, who is generally about where there is anything on the board, was already present, supported by some ponderous legal luminaries, and fully prepared to go for Mrs. Freeman's lawyer, should he expose any vulnerable point in his legal armour. Some twenty minutes had elapsed, when Mr. Stephens appeared on the scene, evidently not prepared to fight, but rather, if he could see his way clear, to throw oil upon the troubled waters. Mr. Stephens wore a very mild, subdued expression, and we could see at once that he was open to a compromise, and were fully prepared to hear of an amicable arrangement being come to. Mr. Stephens, after apologising to his Worship for the unnecessary delay he had occasioned the Court by not showing up at the appointed time, proceeded to suggest a quiet settlement of the business, and after some palaver retired with his lady client to an inner room to arrange the terms upon which the hitherto impregnable female fortress would surrender. Mr. Stephens quickly re-entered the Court, and said his fair client was willing to withdraw the summons, if Meredith would take a similar course and withdraw his cross summons. The Dublin man, we mean Mr. Mossop, after consultation with his client, acceded to the terms, and finally both summonses were withdrawn, it being understood that, in the future, Mrs. Freeman was to arrange the terms upon which the hitherto impregnable female fortress would surrender. Mr. Stephens quickly re-entered the Court, and said his fair client was willing to withdraw the summons, if Meredith would take a similar course and withdraw his cross summons. The Dublin man, we mean Mr. Mossop, after consultation with his client, acceded to the terms, and finally both summonses were withdrawn, it being understood that, in the future, Mrs. Freeman was to arrange the terms upon which the hitherto impregnable female fortress would surrender. Mr. Stephens quickly re-entered the Court, and said his fair client was willing to withdraw the summons, if Meredith would take a similar course and withdraw his cross summons. The Dublin man, we mean Mr. Mossop, after consultation with his client, acceded to the terms, and finally both summonses were withdrawn, it being understood that, in the future, Mrs. Freeman was to arrange the terms upon which the hitherto impregnable female fortress would surrender.

The case of the Seam-launch *Fie Ying*, to which we alluded in a recent issue, was before Mr. Wodehouse at the Police Court this morning, Police Sergeant Campbell being the complainant, and the master of the launch the defendant. The charge was, that on the 12th instant, the defendant did unlawfully carry passengers on board the launch without a licence.—Sergeant Campbell deposed that at about 6.30 on the 12th, he was on duty at the Canton steamer wharf. Complaints had been made on several occasions by the officers of the night steamer that they could not get rest on account of the continual whistling of the steam-launches. He saw the indicted launch alongside the Praya wall on the morning in question, when she kept up a perpetual whistling. He went on board to know what the device they meant by such a row. Thirty or forty passengers were on board at the time. He enquired for the Captain, but he was *non est*. Failing that dignity, he enquired for the engineer, but he was also invisible. He then went, and looked at the steam gauge, and found it indicated a pressure of between 85 and 87 pounds. The safety valve was adjusted to 90 lbs. No steam was blowing off. Another launch was alongside, and as he considered the pressure of steam dangerous, he caused all the passengers to shift their pivot to the other launch. He eased the safety valve a little, but not sufficiently to allow of steam blowing off. When all the passengers had left, a small boy of fourteen or fifteen years old, only remained. He asked the boy where the Captain was. The boy said he had gone home. He sent the boy to hunt him. After about ten minutes, the boy came back and said the Captain was coming. He waited for some time, but finding that the Captain had no present intention of showing up, he went to the Tak Ki Le Shop, near No. 5 Station, a shop that ran a great many launches. He was told there that the launch belonged to the Hing Li shop in Tung Man Lane. He went back to the launch, and found the master of the Hing Li shop, whose acquaintance he enjoyed, there. He explained to the master as to how he found the launch, and went back to the wharf, making a report at the Police Station. Carl Wassenius, that gigantic, energetic fire brigade man, arrived previously on the scene, and, being a practical engineer, went down below to take stock of the water in the boiler. He found an engineer there, whom he (witness) left in charge of the launch. He failed to fix his eyes on the captain, whom he now saw for the first time in connection with the case, and whom, he knew, held the aforesaid exalted position. He could not say who created the disgusting row in the whistle blowing line, but a prompt stop was put to it immediately he was on board. He had known the *Fie Ying* as a carrier between Hongkong and Kowloon for over six months. At the present time she had no licence, the old licence having expired on the 26th of last month. The old licence empowered her to carry fifty-five passengers.—Carl Wassenius deposed that he was an assistant engineer to the Government Fire Brigade. About 7 o'clock on the morning of the 12th, he happened to be passing the Praya near the Canton steamer wharf, and saw Sergeant Campbell on the Praya near the *Fie Ying*. Campbell called him, and told him something which induced him to go on board the launch and examine the water gauge, to see the extent of water in the boiler. The steam gauge indicated a pressure of 75 lbs; no steam was blowing off. The water gauge was half full, showing there was plenty of water in the boiler. There were four and a half inches in the tube, and two inches would have been perfectly safe. Nobody was in charge of the engines and boiler, but a man was asleep down below, who told him he engineered the machine. The fire was banked, the tubes and fire door being both closed, and no damper on. By "banked," he meant that a lot of coal dust and ashes had been put on top of the fire. The fire itself was burning fiercely. He did not consider the state of things on board immediately dangerous, though it was highly risky to leave a boiler with the fire not properly banked, and no one at all to look after it.—John Sherren Brewer, Government Marine Surveyor, deposed that he surveyed the *Fie Ying* on the 21st January last and gave the certificate produced as the result of the survey. Amongst other things, he examined the boiler, and fixed the working pressure at 55 lbs. The launch was tested up to 100 lbs cold water pressure. Since the present affair was reported to him, he had again examined the safety valve, and found that the balance had been altered and screwed down to 75 lbs. Anyone seeing the safety valve as it is at present, would suppose it had been officially adjusted to that amount. When adjusting the safety valve he had noticed that it was not a Government Regulation safety valve. He pointed this out at the time to the engineer of the *Fie Ying*, who said the new boiler was being built for the launch, and that, when completed, a government safety valve in addition to the ordinary one, would be put on. As the valve of the old boiler was much larger than required by the regulations, he waived the point of an additional valve, as it was only for three months. After adjusting a Government valve, the case containing it is locked, and the key handed to the captain by him, thus making it impossible to tamper with it, unless with the consent of the captain. The new boiler was not yet put in the launch. It is ready and properly fitted with the Government safety valve. The safety valve in the old boiler was not encased, and could therefore be readily tampered with. The effect of increasing the pressure was to obtain increased speed. The certificate, kept by the captain, had not been tampered with. The inspection of steam launches was six-monthly, and the owners of the boats were supposed to apply for a renewal of their licence at the proper time. Licences were recorded in his office, and when thus registered can be easily dealt with, if there is any delay in applying for new ones. So far as his duties are concerned, there is nothing to prevent a steam launch plying for hire without a licence, or without being surveyed, as he only dealt with those that applied to him. In case of renewal of licences, it generally happened that the application for renewal and accompanying survey is not made immediately upon the expiration of the licence, because steam-launches, as a rule, are laid up for two or three weeks for repairs, and his survey was not completed until after the execution of the repairs. In the present particular condition of things, he should call the state of affairs disclosed as risky, and very irregular, but not immediately dangerous, as it appeared that from the time when Sergeant Campbell went on board, to when Wassenius went there, there was a considerable decrease of pressure. The water in the boiler was quite sufficient, though what Mr. Wassenius described as "banking" appeared to him to have been a very incomplete way of banking. The damper ought to have been open, or the damper closed, and no properly banked fire could have produced so great a pressure of steam, as eighty-five pounds, or even seventy pounds, unless immediately resulting upon the banking. On the expiration of a certificate, a launch had no right to run until supplied with a new one. No new certificate had been given in the *Fie Ying*, nor had application been made for one. Defendant stated that he had already ordered new boilers and had promised the Surveyor to have them in within three months. The slip, however, had not been completed.—At this stage, the case was remanded till Thursday.

The German barque *Hermann* undocked at Aberdeen to-day. The steamship *Devonshire* has gone over to Kowloon Docks to undergo repairs.

Unity Fair gives the following version of a dispute which recently occurred at Cairo.—A Grenadier Guardsman, dining at the *table d'hôte* at Shepherd's Hotel, perpetrated some harmless tomfoolery with a *fec*. Thereupon a German Baron, who held that an Egyptian Prince, his host, had thus been insulted, demanded of the Grenadier either an apology or satisfaction by arms. The Grenadier explained that he had been merely fooling, and very promptly apologised. In the evening, however, Baron d'Atel, an Austrian, gratified the Grenadier with the information that he was a "coward" and a "poltroon" for having acted as he had done. Now the Grenadier's education, being only such as would fit him for the Guards, did not include a knowledge of French, and he probably therefore supposed that the Baron was paying him a compliment. But then the Baron went and officially informed Sir Edward Malet (who does understand the foreign lingo) of what he had done. Sir Edward thereupon assembled a Court of Honour, which promptly decided that everybody was either right or could easily be set right. But the Baron wouldn't be set right. He went to a club and there saw the Grenadier. He thereupon pointedly asked the club waiter whether he (the waiter) allowed a man who had been publicly stigmatised as a coward and a poltroon to sit down in that club. The waiter referred to the rules and didn't know—when the Baron added that all Englishmen were or were not something or other, and did or did not do something or other. This time the Grenadier—who had possibly learnt foreign tongues meantime—seems to have understood that there was something wrong, for he is reported to have said that but for the Court of Honour he would have whipped the Baron. And now Mr. Oliphant (not Laurence Oliphant, who is elsewhere) came upon the scene. He apparently "cares for" no Courts of Honour, so he went for the Baron and asked him whether he meant to say that Englishmen in general were cowards. The Baron replied "Yes," whereupon Mr. Oliphant smote the Baron with his fist so that he saw many stars. Then the Baron challenged the Oliphant; but the Oliphant said he would see him somewhere first, and threatened to begin again if he was at all worried or in want of exercise. Then a cry went up to the gods of war and diplomacy. Gregory, P.C., and Goldsmith, C.B., and Colvin, K.C.M.G., and Money, and Dicey, and Smart assembled in their majesty and consulted and decided. First they decided that Oliphant had intervened in an affair that didn't concern him, and had committed on the person of Baron d'Atel acts of violence of the gravest character; that Oliphant was without excuse; that the Baron had conducted himself like a perfect gentleman; and that, as Oliphant had refused the reparation demanded, the Baron's honour was not in the least affected. Then they decided that no insult had been offered to Englishmen in general; and then they declared that the assertion that a thrashing was given to the Baron was false. Then they sent it all to the newspapers.

SHANGHAI.

Mr. Allen left last evening, the 17th inst. for Nanking, to formally hand over to the Viceroy Tso Tsung T'ang the despatch boat *Chienko*, which made her last trip down the Whang-poo on the 25th of April last.

Chang Shu Sheng, Viceroy of the Canton provinces arrived in Shanghai to-day the 17th inst. by the *Hwai Yuen* from Hongkong. His Excellency will proceed in the *Fung-shui* to Tientsin to officiate as Viceroy of Chih, during Li Hung-chang's retirement into mourning for one hundred days.

Shanghai appears to be full of enterprise, if we are to judge from the number of new companies which have been formed lately. The last we hear of is a large coal and lighter company to be worked on the co-operative principle. A large portion of the capital has already been subscribed.

The application list of the Shanghai Electric Company closed to-day at 4 p.m. We hear that close upon 7,000 shares have been applied for at the General Secretary's office, whilst the number to be allotted, according to the terms of the prospectus, is limited to 500. The Chinese, we hear, form at least a moiety of the applicants. Shares are already quoted at 10 per cent premium. A telegram has been received that the Minister for China at Washington has hauled down his flag. This, we presume, is in consequence of the action of the United States authorities in regard to the Chinese immigration question. The fact of the Minister hauling down his flag is one of moment, as it indicates that he will leave the country, and the action may be taken as a sign of excessively strained relations between China and the United States.

Owing to the heavy gale which raged last night an accident happened to the pile-driver which has been overhauling the moorings of Messrs. Butterfield and Swire opposite the Associated Wharves. The vessel was capsized, and the new lies in mid-stream on her side. We have not heard if there are any lives lost, but the fact of such a large vessel being capsized is quite sufficient to prove the intensity of the storm. During the gale last night the German man-of-war *Storch*, Commander Blane, which was moored at Messrs. Jardine's buoy, opposite the Old Dock, dragged her moorings and fouled the anchor of the Chinese ship *Fih-wu*, lying alongside Heard's Wharf, and carried away some of her bulwarks. The *Fih-wu* was on the point of leaving for Hankow, and the damage done was not sufficient to delay her passage.

Mr. Warburg, Surveyor to the North China Insurance Company, has gone to Hankow, to survey the *Stirling Castle*. We learn that on her voyage out the new ship caught fire in her bunkers, and it is to ascertain the amount of injury the *Stirling Castle* has received, that a survey has been sent to report upon her present condition. It is more than probable that Captain Marshall's ship will be first away from Hankow. She will take no more than 4,000 tons of tea, but the freight will rule at least, as high as £7.10 and possibly £8 per ton.

At ten o'clock on the morning of the 17th, as one of the Municipal watering carts was waiting by the Ewo Jetty to draw water from the river, the pony suddenly bolted; but the mafao stuck pluckily to his head until a sudden swerve of the animal threw him to the ground and one of the wheels passed over his shoulder and head. The mafao was picked up for dead, but on symptoms of life appearing he was conveyed in a ricksha to the Chinese Hospital where Dr. Johnston was

in prompt attendance. We hear that the injuries the mafao received, although very severe, are not likely to terminate fatally.

With reference to the murder on the Dubbling Well Road where the body of a young girl was found a few days since, there is a rumour current to the effect that a Chinese has been arrested in the city on suspicion of being the murderer of the unfortunate girl. The master of the murdered girl has, since he heard of the tragedy, suspected a needy relative of having been concerned. After the murder this relative disappeared for a time; and a day or two since the master of the girl on going into a tea shop saw the missing relative wearing on his arm one of the bangles which were missed from the deceased after the murder. The suspect has been arrested. So many rumours are afloat as to the proceedings taken in reference to the murder that it is impossible to distinguish those that have the necessary foundation of fact from those that have not. The story we have given, however, is confirmed by many accounts and has a likelihood of truth.

We are glad to hear that the proposed Shanghai Electric Company has been most favourably received by the public here, the applications for shares amounting already to considerably more than double the number which it is intended to allot. That electricity would sooner or later supersede gas, as gas superseded oil, even in this remote corner of the world, was certain; and it is almost a reproach to the model settlement that it has not sooner adopted the fashionable mode of illumination. Until within the last year, however, the success of the electric light has been little more than experimental, but since Mr. Brush has perfected his system, it has become a general commercial success; and to this perfection that the Brush system has attained are due very favourable results already gained by the Anglo-American company. The Brush system has been adopted by the Eastern Electric Company of London, which is about to extend its operation throughout India. In Shanghai we are fond of having the best procurable in whatever we take up; and the promoters of the Electric Company here have done well in making all arrangements with the Company which has already overspread the United States, and is fast diffusing itself over England and India.—*Courier*.

HANKOW.

The *Glenfruin* arrived yesterday evening, and the *Moskva* to-day. We consequently have four tea ships in port, also four river steamers; the *Stirling Castle* loads at £7.70 and has a steam launch to tow off the cargo. This launch has just taken off the first shipment, and the *Hanyang* came along at the same time with another steam launch, for the use of the "Glems." The P. and O. Co.'s agents here are asking £3.00 per ton for the *Verona*, which is the same rate as the O.S.N. Co. for through cargo. Business will commence in earnest on Monday. The *Shanghai* yesterday brought about 15,000 packages of tea, and the *Kung-wu* about 4,000. I believe. The *Stirling Castle* wants to get away on Thursday. Stock—nearly 120,000 half chests. Settlements about 100,000 half chests.

May 16th 1882.
The *Stirling Castle* is advertised to clear tomorrow (Wednesday) her rate of freight £7.70 was too high to fill her up, so this morning it was reduced to £6.10. The *Glenfruin* and *Mastalia* are both loading, the former having commenced yesterday. The *Mastalia* has had to haul off the bulk, there not being sufficient water alongside it. The *Glenfruin* arrived on Sunday afternoon. The *Glenfruin* is taking tea at £4.40 per ton. It seems doubtful if the *Castell* will get away on Thursday, she will have to work day and night if she does. The *Tai Wo* arrived this morning so deeply laden with tea that her main deck was only one foot out of water. The B. & S's, the C. M. S. N. Co.'s and Jardine's leave Shanghai alternately, so that we have a steamer here daily, besides McBain's steamers. They also bring up teas from Kluikang. This year's teas are all better than those of last season, though the steamers are slow in coming to take them away, there being only five tea boats here now.

The *Glenfruin* has not shown up yet. If she does not look out the *Castle* will get away before she reaches this port. Some folks are so certain that the *Stirling Castle* will not get away on Thursday, that they are offering to bet a month's "screw" she won't. The *Carnarthen*, due here on Friday, is advertised to load at £3 per ton. At 5 p.m. the *Stirling* had something over 10,000 packages on board. Her third mate fell overboard to-day while getting into the launch, but being a good swimmer he was rescued little the worse for the accident. The *Moskva* dragged her anchors to-day, and had to be removed.—*Courier*.

NEWCHWANG.

May 3rd, 1882.
A very and accident happened at this port on the night of the 25th of March, which resulted in the death of Mr. John Mann, 2nd Engineer of the steamship *Tientsin*. The unfortunate young man was returning to his ship in a sampan, in the company of a ship-mate. On getting alongside the *Tientsin* Mr. Mann sprang on the ladder and by some means slipped and fell into the water. He instantly disappeared, as he was heavily clothed, and a strong ebb tide was running at the time. His body was not recovered till this morning (May 3rd), when it was found lying on the river bank, within a short distance of the scene of the accident. Information was conveyed to Mr. Allen, H.B.M.'s Consul, and preparations were immediately made for his interment. The funeral took place at 5 p.m. The body resting on a gun-carriage and covered with the Union Jack was met at the entrance of the cemetery by the engineers and officers of the steamship *Chienko* and *Paotien*, which were lying in the harbour at the time, and who paid the last tribute of respect to the memory of their departed comrade, by bearing the corpse to the grave, and placing the same therein. The service was conducted by the Rev. J. Carson and accompanied by a most impressive ceremony. A plain granite tomb is to be erected to his memory.—*Courier* Correspondent.

TIENTSIN.

8th May, 1882.
I send you a short account of our three days' races. It will probably prove of interest to your Shanghai readers to compare the time in which the various distances are done here, with those of the recent races at your port. The weather was very fine and the course might be called a flying one. The only drawback was a strong south west wind that blew steadily the first two days; that told severely in the long distance races; that is for anything over three quarters of a mile, the ponies having to run right in the face of the wind for over half a mile, otherwise the time the races were done in would have been much better.

The wins have been pretty well divided a time, for out of sixteen stakes ten of them owned winners. The whole of the community turned out on each day of the races, and the stand was graced by the presence of quite a large number of ladies for so small a port as Tientsin. H.E. the Viceroy very kindly sent his hand on the last two days, and under the able directorship of Mr. Bigel played a charming selection of music that greatly enhanced the pleasure of the meeting.

Commercial.

THIS DAY, FOUR P.M.

A few Banks changed hands this forenoon at 116 per cent. premium, and a further supply of shares, to a limited extent, might be secured at the same rate. Docks have also been made the medium of some transactions, several lots having been negotiated at 50 per cent. premium for the end of the month, and doubtless, further business will be put through on similar conditions, although, just at present, both buyers and sellers appear disinclined to deal in this stock to any extent. Further sales in Luzon at 118, cash, have been reported, and the stock may be said to be fairly firm at the quotation. Other quotations remain unchanged.

SHARES.
Hongkong and Shanghai Bank—116 per cent. premium, sales.
Union Insurance Society of Canton—\$1,550 per share, ex. div. buyers.
China Traders' Insurance Company—\$1,625 per share.
North China Insurance—Tls. 1,225 per share, ex. div.
Canton Insurance Company, Limited—\$80 per share.
Yangtze Insurance Association—Tls. 870 per share.
Chinese Insurance Company—\$250 per share, nominal.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$925 per share, sellers.
China Fire Insurance Company—\$290 per share, sellers.
Hongkong and Whampoa Dock Company—50 per cent. premium, sales.
Hongkong, Canton, and Macao Steamboat Co.—\$25 per share premium.
Hongkong Gas Company—\$85 per share, sellers.
Hongkong Hotel Company—\$102 per share, sellers.
China Sugar Refining Company, Limited—\$158 per share, buyers.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—\$118 per share, sales and buyers.
Hongkong Ice Company—\$150 per share.
Hongkong and China Bankery Company, Limited—\$60 per share.
Chinese Imperial Loan of 1878—18 per cent. prem. ex. int.
Chinese Imperial Loan of 1881—3 per cent. prem.

ON LONDON.
Bank Bills, on demand 3/91
Bank Bills, at 30 days sight 3/91
Bank Bills, at 4 months sight 3/91
Credits, at 4 months sight 3/10
Documentary Bills, at 4 months sight 3/10
ON PARIS.
Bank Bills, on demand 4/74
Credits, at 4 months sight 4/85
ON BOMBAY. Bank, T.T. 225
ON CALCUTTA. Bank, T.T. 225
ON SINGAPORE. Bank, T.T. 724
Private, 30 days sight 724

OPUM MARKET—THIS DAY.

NEW MALWA per picul, \$640
(Allowance, Tels 42.)
OLD MALWA per picul, \$700
(Allowance, Tels 32.)
PATNA (without choice) per chest, \$1864
PATNA (first choice) per chest, \$1888
PATNA (second choice) per chest, \$1880
PATNA (bottom) per chest, \$1895
NEW BENARES (without choice) per chest, \$1871
NEW BENARES (bottom) per chest, \$1892
OLD BENARES (without choice) per chest, \$1861
OLD BENARES (bottom) per chest, \$1866
PEKSIAN per picul, \$427

HONGKONG TEMPERATURE.

(From Messrs. FAIRBANKS & Co.'s Meteorol.)
This Day.
Barometer—A.M. 30.19
Barometer—P.M. 30.18
Thermometer—A.M. 73
Thermometer—P.M. 75
Thermometer—A.M. (Wet bulb) 71
Thermometer—P.M. (Wet bulb) 73
Thermometer—A.M. (Wet bulb) 71
Thermometer—P.M. (Wet bulb) 73
Thermometer—Maximum 75
Thermometer—Minimum (over night) 70

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER.	HONGKONG.	AMOI.	SHANGHAI.	YOKOHAMA.
Ther. Ac.				
Barometer—A.M.	30.19	30.18	30.19	30.18
Barometer—P.M.	30.18	30.17	30.18	30.17
Thermometer—A.M.	73	73	73	73
Thermometer—P.M.	75	75	75	75
Thermometer—A.M. (Wet bulb)	71	71	71	71
Thermometer—P.M. (Wet bulb)	73	73	73	73
Thermometer—Maximum	75	75	75	75
Thermometer—Minimum (over night)	70	70	70	70

Barometer, level of the sea in fathoms, and wind direction. Thermometer, in Fahrenheit degrees and tenths kept in the open air in a shaded position. Direction of Wind, Force of Wind, in 3 or 4 light breezes, 3 to 5 moderate, 5 to 7 fresh, 7 to 8 strong, 8 to 10 heavy, 10 to 12 violent. State of Weather, B. Clear blue sky, C. Cloudy, D. Drizzly, F. Fog, G. Foggy, H. Hail, L. Lightning, M. Mist, O. Overcast, P. Passing showers, Q. Squally, R. Rain, S. Snow, T. Thunder, U. Wind threatening, V. Visibility, W. Storm, Z. Calm. The letters are repeated to indicate any increase over the mean average of this description. Rain.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, the quantity of water falling indicated in inches, tenths and hundredths.

Shipping.

ARRIVALS.

May 22, FERDINAND, German bark, 416, Westergaard, Newchwang 22d May, Beans—Wiel & Co.
May 23, ZAMBESI, British steamer, 1,540, L. H. Moule, Yokohama 13th May, General.—P. & O. S. N. Co.
May 23, FELICIA, German steamer, 803, A. Muller, Chinkiang 17th May, Rice.—Siemssen & Co.
May 23, ORIENT, Ger. bark, 461, W. G. Roder, Newchwang 6th May, Beans.—Ed. Schellhass & Co.
May 23, HWAI-YUEN, Chinese steamer, 984, Wilson, Shanghai 20th May, General.—C. M. S. N. Co.
May 23, HONGKONG, British steamer, 958, John H. Fryer, Canton 22nd May, General.—Siemssen & Co.
May 23, NAMOA, British steamer, 862, G. Westoby, Foochow 19th May, Amoy 20th, and Swatow 22nd, General.—D. Lapraik & Co.
May 23, VERONA, British steamer, 1,984, E. Ashdown, Shanghai 20th May, General.—P. & O. S. N. Co.
May 23, CASTELLO, British steamer, 1,483, H. Coates, Saigon 18th May, Rice.—Russell & Co.
May 23, CARISBROOKE, British steamer, 660, H. Wharton, Penang 13th May, and Singapore 16th, General.—But Hin Chan.
May 23, HETIC, British steamer, H. Davison, San Francisco 19th April, and Yokohama 16th May, Mails and General.—O. & O. S. N. Co.
CLEARANCES AT THE HARBOR OFFICE.
Glenorchy, British steamer, for Guam, China, German steamer, for Swatow.
Ping-on, British steamer, for Hoihow.
Aldy, British steamer, for Amoy.
Soregon, Spanish steamer, for Manila.
Thales, British steamer, for Swatow, &c.
Hermann, German bark, for Fuyen.
Kirk, Norwegian bark, for Vunglam.
Dale, British steamer, for Bangkok.

DEPARTURES.

May 22, TANAI, French str., for Yokohama.
May 22, PHHO, French steamer, for Shanghai.
May 23, CRUSADER, British steamer, for Port Darwin, &c.
May 23, OHIN, Norwegian steamer, for Wuhu.
May 23, CHING HOCK KIAN, British steamer, for Singapore.
May 23, SOROGON, Spanish steamer, for Manila.
May 23, FELICIA, German steamer, for Canton.
PASSENGERS—ARRIVED.
Per Zambesi, str., from Yokohama.—Major and Mrs. Court, Dr. Schenke, Messrs. Wood, Johnson, Day, Lin Seck Yen, and 14 Chinese.
Per Verona, str., from Shanghai.—Mr. and Mrs. E. Mackintosh, Mr. R. Richards, and 13 Chinese, deck, for Hongkong. For London.—Mr. C. J. Shortland.
Per Namoa, str., from Foochow, &c.—Messrs. Hayes, Boning, and 190 Chinese.
Per Hwai-yuen, str., from Shanghai.—67 Chinese.
Per Castello, str., from Saigon.—23 Chinese.
Per Belgic, str., from San Francisco and Yokohama.—Mr. and Mrs. A. C. Bryer, Mr. and Mrs. Woodworth, Miss Goldsmith, Messrs. F. Ryes, R. H. Sleeman, 2 Europeans steerage, and 81 Chinese.
DEPARTED.
Per Peiho, str., for Shanghai.—Sir Robert Wm. Twiss, Revs. Saturnino de la Forre and Santiago Camazo, Messrs. J. Nielson, G. Nielson, Frank G. Wilson, and 10 Chinese, deck, from Hongkong. From Marseilles.—Mr. and Mrs. Grabe, Mr. and Mrs. Fleisch and 2 servants, Messrs. Smith, Verhastraeten, Vouillemont, Girard, and 2 servants.

REPORTS.

The Chinese steamer Hwai-yuen reports left Shanghai at 1 a.m. on the 20th instant; arrived in Hongkong at 11.30 a.m. on the 23rd. Had fresh S.E. winds to Hie-shan island, thence to port moderate N.E. wind and fine weather. Spoke the bark Channel Queen off Quemoy, bound North, wished to be reported.
The British steamer Namoa reports left Foochow on the 19th instant, Amoy on the 20th, and Swatow on the 22nd, and experienced moderate and cloudy weather throughout. In Foochow the steamships Appin and Glenorchy. In Amoy the steamship William Mackinnon. In Swatow the steamships Swatow, Flinthshire, Meifoo, Greyhound, Piccola, Phanix, and Vettung.

SINGAPORE SHIPPING.

ARRIVALS.
3, Atholl, British steamer, from Swatow.
3, Narnaby, British str., from Samarang.
3, Rainbow, British steamer, from Malacca.
3, Ribston, British bark, from Banjowangia.
3, Penang, British steamer, from Cheribon.
3, Julietta, British steamer, from Manila.
3, Sumatra, British steamer, from Bombay.
3, Siasie, British steamer, from Palembang.
3, Actua, British bark, from Mauritius.
3, Banca, British steamer, from Pekalongan.
3, Mosquito, British gunboat, from Labuan.
3, Russia, Russian steamer, from Odessa.
3, Ophir, Dutch steamer, from Deli.
3, Castello, British steamer, from Cardiff.
3, B. W. Soon, British str., from Pontianak.
3, Benary, British steamer, from Rangoon.
3, Cleopatra, British g-b., from Trincomalee.
3, Kashgar, British steamer, from Hongkong.
3, Jeddah, British steamer, from Swatow.
3, Pearl, British steamer, from Saigon.
3, Tambora, Dutch steamer, from Achem.
3, Glenorchy, British steamer, from Cardiff.
3, Cyclops, British steamer, from Hongkong.
3, G. G. Loudon, Dutch str., from Batavia.
3, Meinang, French steamer, from Saigon.
3, Muchesa, British str., from Southampton.
DEPARTURES.
3, Panay, Spanish steamer, for Manila.
3, Atholl, British steamer, for Saigon.
3, Lorne, British steamer, for Penang.
3, Marlborough, British str., for Rangoon.
3, G. of Panama, British steamer, for Iloilo.
3, Rainbow, British steamer, for Hankow.
3, Glenorchy, British steamer, for Hongkong.
3, Somerset, British steamer, for Batavia.
3, Narnaby, British steamer, for Malacca.
3, Russia, Russian steamer, for Nagasaki.
3, Japan, British steamer, for Malacca.
3, Louisa II., British steamer, for Malacca.
3, Banca, British steamer, for Penang.
3, Poh Ann, British steamer, for Sourabaya.
3, Siasie, British steamer, for Muntok.
3, Penang, British steamer, for Samarang.
3, Cyclops, British steamer, for London.
3, G. G. Loudon, Dutch steamer, for Penang.

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).
Douglas Castle Cardiff Mar. 5
Ethel Cairne Sunderland Mar. 11
Ella S. Thayer Cardiff Mar. 11
Invincible Penarth Mar. 25
Kennure Castle (A) London Mar. 25
Narcure London Mar. 27
Helios (A) Trieste April 1
Glenorchy (A) Cardiff April 1
Bengloe (A) London April 8
Sarpedon (A) London April 8
Minard Castle (A) London April 8
Venice (A) Cardiff April 12
Melbrook London April 13

SHIPPING IN HONGKONG.

STEAMERS.

May 21, ALBA, British steamer, 366, Goddard, Taiwanfo 18th May, Amoy 19th, and Swatow 20th, General.—D. Lapraik & Co.
May 4, AMOV, British steamer, 814, C. Hermann, Canton 27th April, General.—Siemssen & Co.—Kowloon Dock.
May 18, BRECONSHIRE, British steamer, 1,241, D. Williams, Saigon 14th May, General.—Adamson, Bell & Co.
May 18, CHINA, German steamer, 648, Schoer, Swatow 17th May, General.—Kwok Achcong & Sons.
May 6, CITY OF TOKIO, American steamer, 5,079, J. Maury, San Francisco 8th April, and Yokohama 30th, Mails and General.—P. M. S. S. Co.
Sept. 28, CONQUEST, British steamer, 316, —Jardine, Matheson & Co.
May 20, DALE, British steamer, 644, P. H. Loff, Bangkok 13th May, Rice and General.—Yuen Fat Hong.
May 17, DEVONSHIRE, British steamer, 1,517, Antony Purvis, Wainaimo, British Columbia, 12th April, Coal.—Russell & Co.
May 18, ESNERALDA, British steamer, 395, R. Talbot, Amoy 17th May, General.—Russell & Co.
Fame, British steamer, 117, Stopani (up plying) Hongkong and Whampoa Dock Co.
May 19, FLURS CASTLE, British steamer, 1,600, J. Thompson, Saigon 15th May, Rice.—Adamson, Bell & Co.
May 16, GLENLYON, British steamer, 1,375, H. Gedeys, Saigon 12th May, Rice.—Jardine, Matheson & Co.
May 15, SANGHAI, British steamer, 1,735, S. G. S. S. Co.
April 14, HONGKONG, British steamer, 67, Swatow 12th April, Ballast.—Kwok Achcong & Sons.
Dec. 19, JOLOANO, Spanish steamer, 654, Marquez.—R. Mourente.—Cosmopolitan Dock.
May 15, JORGE JUAN, Spanish steamer, 493, A. de Garro, Manila 12th May, General.—Remedios & Co.
May 16, KILLARNEY, British steamer, 1,060, H. O'Neill, Singapore 11th May, General.—Gibb, Livingston & Co.
May 22, KUMAMOTO MARU, Japan, str., 1,240, J. Drummond, Saigon 18th May, General.—Mitsui Bishi M. S. S. Co.
July 7, LI TAI, Annamite steamer, 1,000, Li Ton Tack.—Captain.
May 17, LIDO, British steamer, 620, Lewis, Bangkok 6th May, General.—Arnold Karberg & Co.
May 21, NIGATA MARU, Japanese str., 1,082, J. Wynn, Nagasaki 13th May, and Kobe 16th, General.—Mitsui Bishi M. S. S. Co.
May 14, PING-ON, British steamer, 575, A. A. McCaslin, Haiphong 11th May, and Hoihow 13th, General.—Russell & Co.
May 13, ROMEO, Spanish steamer, 274, Larruri, Manila 10th May, General.—Melchers & Co.
Nov. 24, SEA GULL, American steamer, 48, Hayden.—China Traders' Insurance Co.
May 14, SERAPIS, British steamer, 1,271, S. F. North, Saigon 9th May, Rice.—Siemssen & Co.
July 7, SHUN TIP, Annamite steamer, 93, Yuen Man Fu.—Captain.
May 21, VORWAERTS, German steamer, 611, Boysen, Pakhoi 18th May, General.—Wieler & Co.
SAILING VESSELS.
May 20, ALVA, Portuguese ship, 632, E. A. de Souza, Singapore 24th April, Timber.—Brandao & Co.
May 15, ANNA, German bark, 447, W. Jessen, Saigon 5th May, Rice and Wood.—Wieler & Co.
May 1, BONITA, German 3-m. sch., 475, Stehr, Singapore, Timber.—Arnold, Karberg & Co.
March 31, BRAMBLETTE, British ship, 1,497, Pickard, Cardiff 4th November, Coal.—Russell & Co.
April 28, BYGLIA, German bark, 333, T. A. Andersen, Singapore 27th March, Timber.—Captain.
May 3, CARL GERHARD, German bark, 331, F. Suhr, Bangkok 23rd March, General.—Ed. Schellhass & Co.
April 17, CENTURION, British bark, 965, Thos. Taylor, Sydney 29th February, Coal.—Arnold, Karberg & Co.
March 29, CHARLES STEWARD, American bark, 630, H. R. Powers, Manila 17th March, Ballast.—Russell & Co.
May 22, COREA, British bark, 581, P. Abier, London 22nd December, General.—Arnold, Karberg & Co.
April 12, COURRIER, Siamese bark, 362, O. C. Skeel Schmiegelow, Bangkok 23rd April, Rice and Sapanwood.—Kim Tye Loong.
May 6, EMMA, German 3-m. sch., 320, P. J. Michelsen, Bangkok 6th April, General.—Ed. Schellhass & Co.
April 27, FANO, Danish brig, 223, M. N. Montensen, Tallise 4th April, General.—Siemssen & Co.
May 9, FRIEDERICK, German bark, 595, H. Spiessen, Singapore 12th April, Timber.—Siemssen & Co.
May 3, HECHT, German bark, 354, W. Ploetz, Iloilo 20th April, Wood.—Siemssen & Co.
April 29, HERMANN, German bark, 453, Wm. Pens, Singapore 25th March, Timber.—Chinese.
April 30, HERMANN, Ger. bark, 444, Traulsen, Bangkok 27th March, General.—Wieler & Co.
April 30, HERMINE, German bark, 350, T. Meyer, Newchwang 13th April, Beans.—T. Schellhass & Co.
May 13, HOTSPUR, British bark, 523, E. T. Bunje, Saigon 28th April, Rice.—A. G. Morris.
May 4, HYDRA, German bark, 786, C. Binge, Hamburg 10th November, General.—Melchers & Co.
May 5, JOHANN HINRICH, German 3-m. sch., 411, N. Meyer, Singapore 7th April, Timber.—Siemssen & Co.
April 15, KATE DAVENPORT, American ship, 1,256, E. B. Mallett, Melbourne 11th Feb., Ballast.—Rozario & Co.
May 6, KVIK, Norwegian bark, 416, Larsen, Bangkok 5th April, General.—Siemssen & Co.
May 4, LOUIS EUGENE, Fren. bark, 439, Menard, Singapore 12th April, General.—Carlowitz & Co.
April 2, MARTHA, British bark, 853, McPherson, Swatow 30th March, Ballast.—Rozario & Co.
May 5, MINERVA, Spanish bark, 213, H. de Ugarte, Moluccas 24th April, General.—Captain.
May 20, OLUSTEE, American bark, 470, Nickerson, Singapore 28th April, Timber.—Chinese.
Feb. 2, R. T. CLAYTON, American bark, 240, Thomas Davies, Lagunaimo 23rd Dec., and Santa Cruz 24th January, Lumber.—Order.
May 9, SCHWAN, German brig, 276, T. Schroder, Newchwang 15th April, Beans.—Siemssen & Co.

HONGKONG—SAILING VESSELS.

(Continued).

April 23, SPARTAN, American schooner, 85, C. Vincent, Ladrone 10th April, Ballast.—W. H. Ray.
March 7, TARTAR, German brig, 256, T. Bunje, Macassar 30th January, Rattans.—Melchers & Co.
May 12, XENIA, American bark, 1,174, Reynolds, Melbourne 5th March, Ballast.—Captain.

WHAMPOA.

May 6, MINERVA, German brig, 318, Duhamel, Tientsin 18th April, Beans and General.—Melchers & Co.
May 6, SAN FRANCISCO, German bark, 251, A. Oltmann, Tientsin 16th April, General.—Siemssen & Co.

CANTON.

May 22, NINGPO, British steamer, 761, R. Cass, Shanghai 18th May, General.—Siemssen & Co.
May 21, PEKING, British steamer, 954, Drewes, Chinkiang 17th May, Rice.—Siemssen & Co.

RIVER STEAMERS.

Ichang, British steamer, 700, Ogston.—Butterfield & Swire.
Kiu-kiang, British steamer, 617, T. Benning.—Hongkong, Canton, and Macao Steamboat Co.
Kiang-ping, Chinese steamer, 300, Holmes.—C. M. S. N. Co.
Kiung-chow, British steamer, 159, Goggin.—Kwok Achcong & Sons.
Powan, British steamer, 1,890, A. Benning.—Hongkong, Canton, and Macao Steamboat Co.
Spark, British steamer, British, 140, Hoyland.—Hongkong, Canton, and Macao Steamboat Co.
White Cloud, British steamer, 280, Cary.—Hongkong, Canton, and Macao Steamboat Co.
Yot-sai, British steamer, 180, McDougall.—Kwok Achcong & Sons.

AMOY.

In Port on 19th May, 1882.

Anna, German bark, 350 (Davidson)—H. A. Petersen & Co.
August Friedrich, German bark, 384 (J. Druhn)—Pasadag & Co.
Carl Wilhelm, Danish bark, 239 (G. Lautrap)—H. A. Petersen & Co.
Charley, British bark, 359 (Schroder)—Boyd & Co.
Hieronymus, German bark, 450 (Ipland)—H. A. Petersen & Co.
Hugo & Otto, Norwegian bark, 371 (Koeld)—H. A. Petersen & Co.
Minna, German bark, 457 (Dau)—Pasadag & Co.
Oleander, British bark, 341 (J. Joass)—Elles & Co.
Rachel, British bark, 287 (R. Affleck)—Boyd & Co.

FOOCHOW.

In Port on 18th May, 1882.

Gustav & Marie, German bark, 355 (Buhrsch)—Boyd & Co.
Sen Swallow, British bark, 332 (Way)—Chinese.

SHANGHAI.

In Port on 18th May, 1882.

Hilda, British bark, 306 (Hanning)—Nils Moller.
Kate Harding, British bark, 714 (Watts)—Little & Co.
Margrethe, German bark, 358 (Lessen)—Ed. Schellhass & Co.
Nylghan, German schooner, 1,252 (Lovitt)—C. & J. Trading Co.

NAGASAKI.

In Port on 20th May, 1882.

Awajishima Maru, Japanese sch., 660 (Crighton)—M. B. M. Co.
H. Bremer, German schooner, 331 (Bremer)—Holme, Ringer & Co.
Kanagawa Maru, Japanese bark, 1,184 (Ex-strand)—M. B. M. Co.
Kinokuni Maru, Japanese bark, 960 (McFarlane)—M. B. M. Co.

YOKOHAMA.

In Port on 19th May, 1882.

A. Cashman, American schooner, 51 (Tibbey)—Captain.
Francisca, German bark, 386 (Buck)—Chinese.
Frolich, British brig, 460 (Muller)—Chinese.
J. E. Graham, British bark, 1,384 (Cochrane)—Chinese.
Kiwa Ellabeth, Russian schooner, 113 (Johnstone)—Captain.
Mary C. Bohm, German schooner, 83 (Baade)—P. Bohm.
North Star, Russian schooner, 38 (Ridderbjelke)—Captain.
Ohude, American schooner, 72 (Wilson)—Captain.
Sophie, German bark, 230 (Binge)—Captain.

CANTON GUNBOAT SQUADRON.

An-lan, Viceroy's gunboat, 7 guns, Lin Kuo Chang, Canton.
Chee-hing, Revenue cruiser, 2 guns, Chinese Captain, Canton.
Chen-to, Viceroy's gunboat, 3 guns, J. Stewart, a cruise.
Chen-ju, Revenue cruiser, 3 guns, —, Ma Lou Chow.
Ching-on, Revenue cruiser, 2 guns, Chinese Admiral, Canton.
Ching-ting, Viceroy's gunboat, 2 guns, F. Besard, Swatow.
Chop-chung, Revenue cruiser, —, Li Tack Ming, Canton.
Chop-sai, Viceroy's gunboat, Liu Pao Ch'un, Canton.
Hai-chang-ching, Revenue cruiser, 3 guns, Wu Jui Chang, Canton.
Hai-king-ching, Viceroy's gunboat, 3 guns, Ch'en Liang Chieh, Canton.
Hoi-tung-hung, Viceroy's gunboat, Leung Yiu Ting, Canton.
Hua-shan, Viceroy's gunboat, 2 guns, H. J. Fauchon, Canton.
Li-shé, Revenue cruiser, 3 guns, —, Ma Lou Chow.
Peng-chao-hai, Revenue cruiser, 4 guns, Cheng Sung, Hongkong.
Quang-on, Viceroy's gunboat, 4 guns, Lie Ping Tie, Canton.
Shen-chi, Revenue cruiser, 5 guns, Sau Tsung Tai, Canton.
Sui-ting, Viceroy's gunboat, 4 guns, J. B. Murray, Hai Ling Shan.
Tching-on, Viceroy's gunboat, 4 guns, Chinese Admiral, Bogue Forts.
Tching-pé, Viceroy's gunboat, 3 guns, Wen Lin An, Bogue Forts.
Tchun-lung, Revenue cruiser, 2 guns, Wang Tsang Shing, Canton.
Ting-po, Viceroy's gunboat, 6 guns, A. Garceau, West Coast.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Errington, Manila.
Comus, corvette, 14 guns, Captain J. W. East, Curacao, corvette, 14 guns, Captain S. Long, Manila.
Daring, composite sloop, 4 guns, Commander F. J. J. Elliott, Manila.
Encounter, steam corvette, 14 guns, Captain G. Robinson, Manila.
Esq, double-screw gunboat, 3 guns, In reserve, Hongkong.
Flying Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Kobe.
Fly, double-screw gun-vessel, 4 guns, Lieut. Commander Pollard, Singapore.
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhae, Manila.
Iron Duke, double-screw iron frigate, 14 guns, Captain R. E. Tracey, Manila.
Kestrel, double-screw gun-vessel, 4 guns, Commander W. M. Lang, Kobe.
Lily, screw gun-vessel, 3 guns, Commander W. M. Carey, Hongkong.
Magpie, surveying vessel, 4 guns, Lieut.-Com. Carpenter, Yokohama.
Midge, double-screw gun-vessel, In reserve, Hongkong.
Mooreen, gunboat, 4 guns, Lieut.-Commander J. H. Corfe, Shanghai.
Mosquito, gunboat, 4 guns, Lieutenant Honorable F. R. Sandilands, Borneo.
Pegasus, sloop, 6 guns, Commander E. F. Day, en route to Singapore.
Sheldrake, gunboat, 4 guns, Lieut.-Comander M. Bridger, Shanghai.
Swift, double-screw gun-vessel, 5 guns, Commander Collins, en route Shanghai.
Tweed, double-screw gunboat, 3 guns, in reserve, Hongkong.
Victor Emanuel, receiving ship, 20 guns, Commodore Cumming, Hongkong.
Vigilant, paddle despatch-vessel, 2 guns, Lieut.-Commander C. Lindsay, Chinkiang.
Wivern, turret-ship, 4 guns, in reserve, Hongkong.
Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Canton.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Japan.
Adonis, French gunboat, 5 guns, Commander Caillard, Saigon.
Alert, American corvette, 4 guns, Commander L. Kempf, Hongkong.
AFRICA, Russian corvette, 14 guns, Captain Alexeyeff, Nagasaki.
Ashuelot, American corvette, 6 guns, Commander H. E. Mullen, Kobe.
Asia, Russian cruiser, 11 guns, Captain Amosoff, Singapore.
DONA MARIA DE MOLINA, Spanish frigate, Captain Thomas Olleross, Manila.
DUKE OF EDINBURGH, Russian frigate, Captain de Giers, Nagasaki.
Ernak, Russian transport, Captain Kalichau, Japan.
Gornostai, Russian gunboat, 7 guns, Commander Stark, Vladivostok.
Hertha, German corvette, 19 guns, Captain Von Kall, Singapore.
Ikits, German gunboat, 8 guns, Commander Klaus, Shanghai.
Kersaint, French corvette, Commander Ger-vaise, Shanghai.
La Victorieuse, French frigate, 13 guns, Captain de la Baie, Shanghai.
Lee Tak, Annamese gunboat, Commander Y. W. Logas, Hongkong.
Legashi, Spanish transport, Don Mariano Torres, Hongkong.
Lutin, French gunboat, 4 guns, Commander Rouvier, Shanghai.
Monocacy, American gunboat, 5 guns, Commander C. S. Cotton, Kobe.
Morge, Russian gunboat, 7 guns, Commander Tataroff, Shanghai.
Moscow, Russian transport, 6 guns, Captain Tchirikoff, Vladivostok.
Nerpa, Russian gunboat, 7 guns, Commander Valond, Japan.
Palos, American gunboat, 6 guns, Lieutenant-Commander Green, Kobe.
PLASTON, Russian corvette, Captain Pollanaky, Nagasaki.
Richmond, American frigate, 12 guns, Captain Skerratt, Kobe.
Sobol, Russian gunboat, 7 gunboat, Commander Boyle, Shanghai.
St. Petersburg, Russian transport, 6 guns, Captain Sidenen, Vladivostok.
Stschek, German corvette, 19 guns, Captain von Strelow, Nagasaki.
Strelow, Russian corvette, 9 guns, Commander Delivron, en route to Singapore.
Swatara, American corvette, 8 guns, Commander A. P. Cooke, Chiefo.
Tamega, Portuguese gunboat, Commander Costa, Cabral, Hongkong.
Tongous, Russian gunboat, Commander Heck, Vladivostok.
VELASCO, Spanish gunboat, Don Pedro Ossa, Manila.
VESTNIK, Russian cruiser, Commander Avelan, Nagasaki.
VILLARS, French corvette, Captain M. Dewatre, Yokohama.
Vostock, Russian gunboat, 4 guns, Commander Molchonsky, Japan.
Wolf, German gunboat, 4 guns, Commander Strauch, Manila.

MAILS EXPECTED.

THE AMERICAN MAIL.
The O. & O. S. S. Co.'s steamer *Gaile*, with the succeeding American mail, left San Francisco on the 2nd May, and may be expected to arrive here on or about the 1st June.
The P. M. Co.'s steamer *City of Peking* left San Francisco for this port, on the 10th May, and may be expected here on, or about the 14th proximo.
THE ENGLISH MAIL.
The P. and O. steamer *Brindisi*, with the next English mail, left Singapore at 9 a.m. on the 19th instant, and may be looked for here on the 24th.

STEAMERS EXPECTED.

The steamer *Kennure Castle* left Singapore on the 15th instant, and may be expected to arrive here on or about the 23rd.
The E. & A. S. S. Co.'s steamer *Menmuir* from Sydney and Queensland Ports, is expected to arrive here on the 23rd instant.
The Austro-Hungarian Lloyd's steamship *Hay* left Singapore on the 20th instant, and may be expected here on or about the 26th.
The steamer *Minard Castle* left Singapore on the 20th instant, and will arrive here on or about the 26th.
The O. S. S. Co.'s steamer *Minard Castle* left Singapore on the afternoon of the 20th instant, and may be expected here on the 27th.
The steamer *Engler* left Singapore on the 21st instant, and may be expected to arrive here on or about the 27th.

Post Office.

A MAIL WILL CLOSE.

For Swatow.—Per *China*, to-day, the 23rd instant, at 5 P.M.
For Hoihow and Pakhoi.—Per *Ping-on*, to-day, the 23rd instant, at 5 P.M.
For Swatow, Amoy, & Foochow.—Per *Thales*, to-morrow, the 24th instant, at 9 A.M.
For Foochow.—Per *Killarney*, to-morrow, the 24th instant, at 9 A.M.
For Amoy, Taiwan

The Hongkong Telegraph.

No. 102.

TUESDAY, MAY 23, 1882.

FIVE DOLLARS PER QUARTER.

Intimations.

LANE CRAWFORD & CO.
FOR THE WET SEASON.

LOCKRIDGE & CO.

AUTOMATON UMBRELLAS.

TWEED RAIN COATS.

INDIA RUBBER RAIN COATS.

ANTIPLUVIAN SUITS.

SOU' WESTERS.

INDIA RUBBER BOOTS.

INDIA RUBBER SHEETING.

Insurances.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) £1,000,000
PERMANENT RESERVE FUND £250,000
SPECIAL RESERVE FUND £250,000

TOTAL CAPITAL AND RESERVE FUND £1,500,000

DIRECTORS:
H. DE C. FORBES, Esq., Chairman.
J. H. PINKVOSS, Esq., Wm. MEYER, Esq.,
A. J. M. INVERARY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE: SHANGHAI.
Messrs. RUSSELL & CO., Secretaries.

LONDON BRANCH:
Messrs. BARKING BROTHERS & CO., Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

Policies granted on MARINE Risks to all parts of the World.
Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & CO., Agents.

Hongkong, 13th May, 1882. [153]

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

The Underigned, having been appointed Agents for the above Company, are prepared to accept Policies of Insurance against FIRE on the usual terms.

ARNHOLD, KARBURG & CO.,
Hongkong, 14th March, 1882. [137]

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL: £1,000,000 (One Million Sterling).

UNLIMITED LIABILITY OF SHAREHOLDERS.

The Underigned, having been appointed Agents for the above Company, are prepared to accept Policies of Insurance against FIRE and MARINE Risks at Current Rates, allowing usual Commission.

GEO. R. STEVENS & CO.,
Hongkong, 14th March, 1882. [164]

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL: £2,000,000 (PAID-UP) £200,000

PAID-UP RESERVE FUND £500,000.

The Underigned, having been appointed Agents for the above Company, are prepared to accept Policies of Insurance against FIRE on the usual terms.

GEO. R. STEVENS & CO.,
Hongkong, 14th March, 1882. [165]

THE UNDERIGNED HAVE BEEN APPOINTED AGENTS TO THE NEW YORK BOARD OF UNDERWRITERS, KARBURG & CO.

Hongkong, 15th June, 1881. [16]

RECORD OF AMERICAN AND FOREIGN SHIPING.

ARNHOLD, KARBURG & CO.,
Hongkong, 15th June, 1881. [3]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED £1,000,000

The above Company is prepared to accept Policies of Insurance against FIRE and MARINE Risks at Current Rates on Goods, &c. Policies granted to all parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE: NO. 2, QUEEN'S ROAD WEST, HONGKONG, 1st February, 1882. [8]

THE CIRCLE TRANSPORTS.

SOCIETE ANONIME D'ASSURANCE MARITIME.

CAPITAL: 1,000,000 Francs.

PAID-UP: 250,000 Francs.

The Underigned, having been appointed Agents for the above Company, are prepared to accept Policies of Insurance against FIRE and MARINE Risks to all parts of the World.

ARNHOLD, KARBURG & CO.,
Hongkong, 14th June, 1881. [10]

Notices of Firms.

NOTICE.

THE INTEREST AND RESPONSIBILITY OF MR. FRANCIS BLACKWELL FORBES IN

Our Firm, Cased on the 31st December, 1881.

RUSSELL & CO.

Hongkong and China, 20th April, 1882. [283]

NOTICE.

THE INTEREST AND RESPONSIBILITY OF THE

Underigned in the Firm of Messrs. R. D. OLLIA & Co., of Amoy, Foochow, Takao, and

Taiwan, has ceased from the 30th of April, 1882.

E. N. MEHTA, B. S. MEHTA.

We have This Day commenced BUSINESS as

MERCHANTS AND COMMISSION AGENTS

at Amoy, Foochow, and Taiwan, under the

Style and Firm of MEHTA & Co.

E. N. MEHTA, B. S. MEHTA.

Hongkong, 1st May, 1882. [303]

Auctions.

PUBLIC AUCTION

OF

HOUSES IN JERVOIS STREET, QUEEN'S

ROAD CENTRAL, AND TAIPINGSHAN

STREET.

THE Underigned Auctioneer has received

Instructions from the MORTGAGEE to Sell

by Public Auction, TO-MORROW,

the 24th day of May, 1882, at THREE P.M., on

the Premises the following Lots:

1ST LOT.

ALL that PIECE or PARCEL of GROUND

Registered in the LAND OFFICE as Sub-

section No. 1 of Section A of INLAND LOT

No. 202, together with the MESSUAGES or

HOUSES erected thereon, known as Nos. 32

and 34, Jervois Street and No. 171 Queen's

Road Central.

AND LOT.

ALL that PIECE or PARCEL of GROUND

Registered in the LAND OFFICE as Section

A of INLAND LOT No. 103, and also

Ground Registered as Section B of INLAND

LOT No. 70, together with the MESSUAGES or

HOUSES erected thereon, known as Nos. 1,

5, 7, 9, 11, and 13, Lower Lascar Row and

No. 1, Ladder Street.

For Further Particulars and Conditions of Sale

Apply to

SHARP, TOLLER, & JOHNSON,

Solicitors for the Mortgagees,

or to

J. M. GUEDES,

Auctioneer.

Hongkong, 18th May, 1882. [132]

PUBLIC AUCTION

OF

VALUABLE PROPERTY

IN QUEEN'S ROAD AND BONHAM

STAND.

THE Underigned has received instructions

to Sell by Public Auction, on

Intimations.

SALE & CO. SHOWROOMS.

SAYLE & CO.

FOR SUMMER DRESSES.

COLORED AND BLACK FRENCH DAMASES.

PLAIN AND LANCY GRADINES.

FOR WASHING (WHITE LAMAS AND ALPACAS).

POMPADOURS IN GREAT VARIETY.

CHECKED AND STRIPED ZEPHYR MA.

NEW DESIGNS IN FRENCH JAKES.

PLAIN COLORED SATERCALES.

A LARGE VARIETY OF SILVER AND ACRYSSIAN BROWN DRESS LAWNS.

TENNIS BALLS, &c., &c., &c.

Grass Cloths, VICTORIA EXCHANGE, HONGKONG.

WE have also received from Swatow, a consignment of White and

for Ladies Dresses. A Liberal Discount for Cash.

Victoria Exchange, HONGKONG.

KELLY & WALSH

HAVE ON HAND THE FOLLOWING STANDARD NOVELS,

AT TWENTY FIVE CENTS EACH.

BULWER LYTTON.

Elmer Gantry.

List Days of Pompeii.

Goldolphin.

Pelham.

Deveraux.

Zanoni.

The Disownel.

Eugene Aram.

Night and Morning.

Falkland.

Leila.

Rienzi.

EUGENE SUET.

Mysteries of Paris, 3 vols. 75c.

Tie: Wanderings 1899, 3 vols.

SIR WALTER SCOTT.

All his Novels clearly printed

and in a handy form each 25

(cents)

CHAS. DICKENS.

Pickwick Papers.

Sketches by Boz.

Oliver Twist.

Nicholas Nickleby.

CAPT. MARRYAT.

Jacob Faithful.

Frank Mildmay.

Perceval Keene.

Rathin, the Reeler.

Newton Forrester.

Peter Simple.

The Poacher.

Olla Podrida.

The Dog Fiend.

The King's Own.

The Phantom Ship.

Jabber in Search of a Father.

The Pirate.

Monseigneur Violet.

Amusements.

CHIARINI'S ROYAL ITALIAN

CIRCUS.

PERFORMING ANIMALS.

THE LARGEST SPREAD

this Hemisphere Since A N A L

for 5,000 Years ever seen on

THE GRANDEST RING FRODOATION

EARTH.

THE BIGGEST AND BEST SHOW EVER ON

COUNTRY.

The Circus and Menagerie Enlarged

Improved and Embellished to such a degree

to be almost beyond recognition.

Signor Chiarini will have the honour, on this

occasion, of introducing for the first time to the

public of this City

MANY NEW AND FAMOUS ARTISTS.

Fresh from the leading Circuses and Hippodromes

of Europe and America, in conjunction with

the old favorites.

WHO WILL INTRODUCE ALL THE

Latest and Most Striking Marvels of the Opera-

tion, Acrobatic, and Gymnastic Arts.

MISS NELLIE REID,

England's Side-Saddle Queen, from Hongler's

Grand Circus, London, England.

MISS EMILY ROLANDE,

The Fearless Rider and Gracful Equestrienne in

her Charming Principal Acts and Specialties.

MISS ADA STOODLY,

The Charming Little Fairy Equestrienne, in her

Specialties and Amazing Feats.

NELLE LOTTA,

MLLE. ZAZO,

The Beautiful and Superb Young Lady Gymnast

and Acrobat.

LAVATER LEE,

FROM FOREPAUGH'S MENAGERIE MUSEUM AND

CIRCUS.

MR. FRED. WATSON,

PRINCIPAL RIDER AND COMIC CHANGI ARTIST.

MASTER CHARLIE WATSON,

In his Champion Hurdle Act, also Tumbling and

Contortion Acts.

MR. CHAS. STOODLY,

THE FAMED BARRECK RIDER AND VOLTEUR.

THE FAUST FAMILY

(5 in number),

Also Musical Clowns in Fantastic Vagaries

introducing the smallest Violinist in the World

Master Eugene.

FRENCH AND ANGELO,

Leading Horizontal Bar and Trapeze Per-

formers, Hot Throwers and Knock-about Clowns

from the Follies Bergeres, Paris.

M. L. E. J. E. A. N. N. E

(only 5 years of age)

In a Surprising Act on the Flying Rings.

ROSA THU-ZET and PROFESSOR

Shipping.

FOR HONGKONG AND FAHOL.

THE Steamship

"PING-ON,"

Captain McCaslin, will be despatched for the

above Port, TO-MORROW, the 24th inst.,

at DAYLIGHT, and of as previously advertised.

For Freight or Passage, apply to

RUSSELL & CO.,

Hongkong, 20th May, 1882. [136]

AUSTRO-HUNGARIAN LEONIS STEAM

NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG,

COLOMBO, BOMBAY, ADEN, SUEZ,

PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA,

PERSIAN GULF PORTS, ODESSA, and the

MEDITERRANEAN PORTS.)

THE Company's Steamship

"HELIOS,"

Captain A. Torrig, will be despatched on

TUESDAY, the 6th June, at FOUR P.M.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 22nd May, 1882. [136]

FOR YOKOHAMA AND HIGO.

THE Steamship

"BENGLOE,"

expected here on the 27th inst., will have

immediate dispatch for the above Ports

